

*****FLIGHT INSTRUCTOR BULLETIN*****

BULLETIN NUMBER 9

TASK: Wake Turbulence Separation Requirements.

SUBTASK: None

OBJECTIVE: To develop awareness of the changes to the wake turbulence separation requirements.

STANDARDS: N/A

CONDITIONS: N/A

DESCRIPTION:

1. The facts

The FAA convened a Wake Vortice Separation Committee meeting in June of this year. The following are changes that came out of this meeting and were placed into effect August 17, 1996. This information should be pass along to your students.

2. Takeoff

When departing behind an arriving or departing heavy category aircraft (including Boeing 757), the pilot will not be able to waive the 2 minute hold (full length of runway) or 3 minute hold (from an intersection or parallel runway with less than 2500 feet separation). Pilots will be required to hold on the ground until time has expired.

3. Landing

A. VFR During landing when the pilot reports to ATC that they have the large or heavy category aircraft in sight the pilot will then become responsible for their own wake turbulence separation.

B. IFR When on an IFR flight plan, ATC will provide separation from small category aircraft by at least 3 miles. Behind a large category aircraft separation will be 4 miles. Behind a Boeing 757 separation will be 5 miles. And behind a Heavy category aircraft it will be 6 miles.

4. Touch and Go Operations

This change will not effect touch and go operations. During touch and go operations when the pilot reports to ATC that they have the large or heavy category aircraft in sight the pilot will then become responsible for their own wake turbulence separation.

5. Weight Category Change (for the purpose of wake turbulence separation)

Another change is to the category definition. Effective August 17, 1996 small category will be changed to include aircraft up to and including 41,000 pounds maximum takeoff weight. Large category aircraft are defined as those over 41,000 up to and including 255,000 pounds. The new heavy category will be aircraft over 255,000 pounds.

There are so far two waivers to this criteria. Both the Saab 340 and the ATR-42 will be considered large due to their wing span/weight/approach speed combination.

NOTE: The above new criteria has been incorporated into the Flight Instructor Bulletin Number 6, Titled "Wake Turbulence Avoidance".
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